

INFORMATION REPORT INFORMATION REPORT 50X1-HUM

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY USSR

REPORT NO.

SUBJECT Airfields and Radar Installations
along the Railroad between Norashen
and Adler *AKSP+*

DATE DISTR. / 8 July 1962

NO. PAGES 1

REFERENCES RD

DATE OF
INFO.PLACE &
DATE ACQ.

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THIS IS UNEVALUATED INFORMATION.

✓ Six reports, with outsized sketches, of airfields and radar installations

are as follows:

The reports

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- a. Yerevan Airfield.
- b. Tbilisi/Sandar Airfield.
- c. Adler Airfield.
- d. Samtredia Airfield.
- e. Radar Installation between Ani and Araks, North of Yerevan.¹
- f. Radar Installation near Norashen Railroad Station.

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S-E-C-R-E-T

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GROUP 1
EXCLUDED FROM AUTOMATIC
DOWNGRADING AND
DECLASSIFICATION

STATE	X	ARMY	X	NAVY	X	AIR / EV	X	NSA	X	OCR	X	DIA	X	AID
NIC													X	
(Note: Washington distribution indicated by "X"; Field distribution by "#".)														

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

INFORMATION REPORT INFORMATION REPORT

ACIC

New Observations at YEREVAN AirfieldAttachment A

50X1-HUM

1. While en route to Tbilisi from Norashen, Source observed YEREVAN Airfield on the right side of the tracks approximately 250 to 300 meters away. The airfield begins exactly at REZD 8 Station which is on the left side of the tracks when coming from Tbilisi. This station is located 12 minutes travelling time from YEREVAN while travelling at 30 to 35 KPH.

2. There were no runways visible on the airfield.

AIRCRAFT:

3. There was one four engine, propeller aircraft flying at a very low altitude at a distance of 3 kilometers on the right side of the tracks in the vicinity of the airfield. The aircraft was headed in the direction of YEREVAN and appeared to be descending for a landing.

4. There were about 12 double wing, single engine propeller driven COLT type aircraft parked in front of two hangar buildings approximately 370 meters from the right side of the railroad. These aircraft were uncovered.

5. Parked behind a cement wall on the right of the airfield about 200 meters beyond the radar site there were three two motor, propeller driven, passenger type aircraft. Other identifying details were not visible.

RADAR:

6. The radar at YEREVAN Airfield was exactly as presented in the [redacted] report [redacted] except that [redacted] an additional radar antenna behind a cement wall about ten meters to the right of the other radar previously reported. The new radar was stationary and faced the railroad. It was on a four legged tower about two meters of which could be seen above the cement wall. The antenna had two identical, stacked screens which were perforated metal, curved, elliptical and about six meters long by two meters high. In the centers of the screens were black colored, solid metal discs which were also elliptical and measured about 80 centimeters by 40 centimeters.

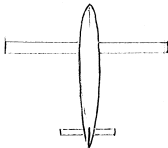
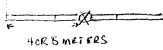
MILITARY PERSONNEL:

7. There were 30 to 40 unidentified military personnel in the vicinity of the military barracks on the airfield (barracks described in previous reporting). At the YEREVAN Station there were four or five artillery soldiers and about 12 air force soldiers. The artillery men were wearing the crossed cannoninsignia.

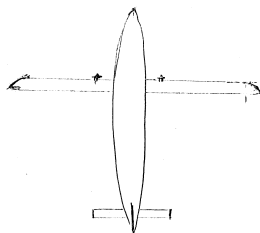
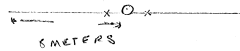
Two sketches attached.

[redacted] 50X1-HUM

COLT-TYPE
AIRCRAFT:

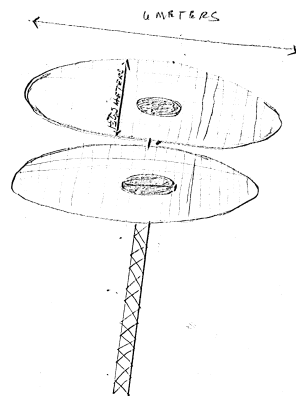


TWO-MOTOR PROPELLER DRIVEN
PASSENGER-TYPE AIRCRAFT



SECRET

NEW RADAR OBSERVATION:



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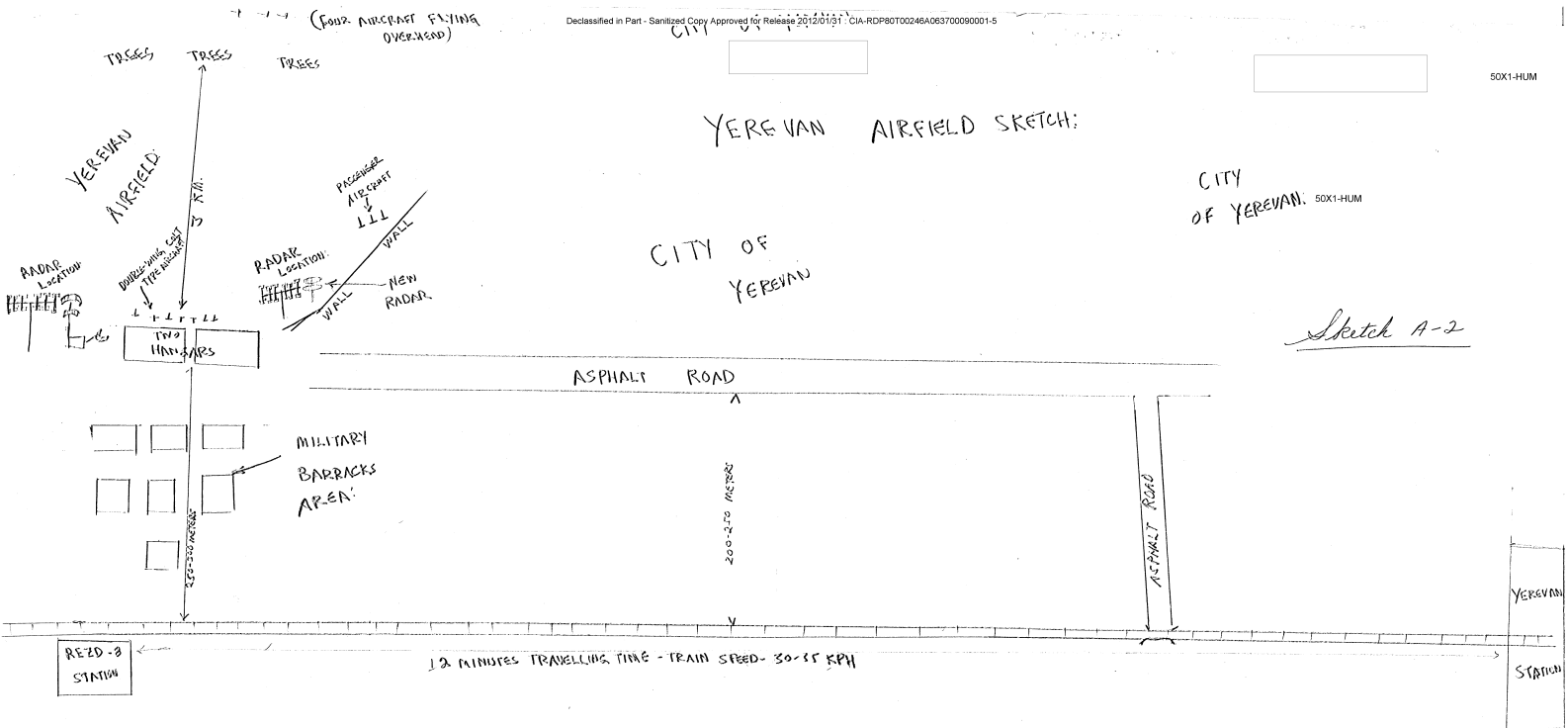
Sketch A-1

50X1-HUM

YEREVAN AIRFIELD SKETCH:

CITY OF YEREVAN: 50X1-HUM

Sketch A-2



New Observations of NAVTLUGI Airfield /Tbilisi/Sandar/Attachment B

1. En route to Adler from Yerevan, [redacted] NAVTLUGI Airfield on the left side of the tracks about 400 meters away. The airfield was located between KPs 2541 and 2540.

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2. About 500 meters of what appeared to be a white colored runway or perhaps a parking area were visible. The area ran parallel to the tracks and was about 400 meters away. Another white colored runway or parking area joined this strip perpendicularly at the end farthest away from NAVTLUGI and extended away from the tracks. 250 feet of this strip were visible from the train. Both strips were about 25 meters wide.

AIRCRAFT:

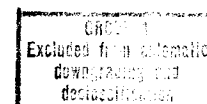
3. There were 26 cream colored aircraft on the strip running parallel to the railroad tracks. The aircraft were parked in a line on the side of the strip closer to the tracks and were facing away from the tracks. All the aircraft were completely uncovered but they were behind two hangars situated between the tracks and the strip and [redacted] could not observe any identifying features.

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4. There were 34 aircraft, all of the same type, sitting on the parallel strip and on the perpendicular strip close to where the two joined. They were parked in three groups, two on the parallel strip and one group on the perpendicular strip. Some of the aircraft were pointed in the direction of NAVTLUGI and others were pointed away from the tracks. They were single engine jets with the air intake in the nose. All were aluminum colored. Their wings were drooping and swept back and spanned about eight meters. The wings were tapered at the ends, low on the fuselage almost under the cockpit which was near the nose of the aircraft. The length of the fuselage was about 10 meters. The vertical tail section was about two meters high from the top of the fuselage and swept back at an angle of 130 degrees. The top edge of the vertical stabilizer was squared off and angled downward toward the rear. The horizontal stabilizer was near the top of the vertical section and appeared to be slightly V-shaped when observed from the nose. These aircraft had a tricycle landing gear. [redacted] COMMENT: [redacted] unable to identify these aircraft [redacted]

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5. Between the two hangars and close to the parallel strip there was one cream colored helicopter [redacted] positively identified as a HARE type, 50X1-HUM



50X1-HUM

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6. The hangars and other structures on the field were exactly as reported [redacted] [redacted]

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Attached to this report are sketches (two) of the complete airfield and the aircraft discussed in paragraph 4.

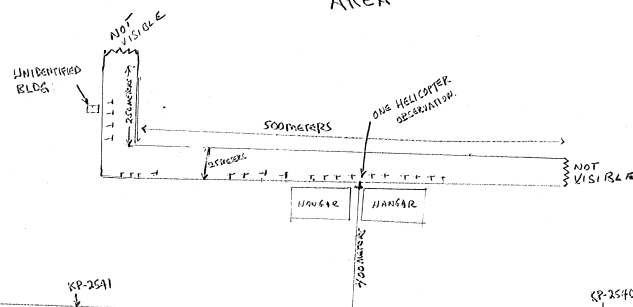
SECRET

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NAVTLUGI AIRFIELD SKETCH:

Sketch B-1

FLAT OPEN
AREA



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SIBLAYER
STATION

NAVTLUGI
STATION

31 MINUTES TRAVELLING TIME - TRAIN SPEED - 50-55 KPH

31 MINUTES TRAVELLING TIME - TRAIN SPEED - 50-55 KPH

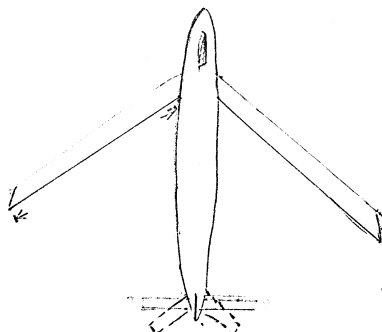
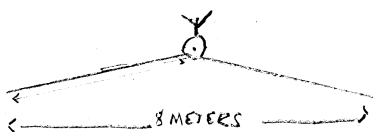
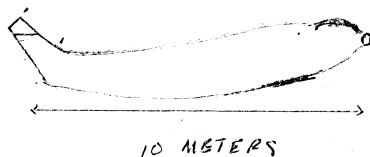
DIRECTION OF
TRAVEL → MOSCOW

50X1-HUM

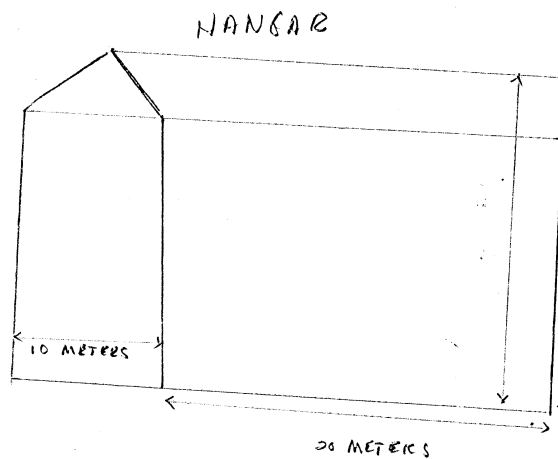
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ONE TYPE AIRCRAFT OBSERVED
AT NAUTUGI AIRFIELD

50X1-HUM



POSSIBLE THAT
HORIZONTAL STABILIZER
WAS SWEEP BACK



50X1-HUM

SECRET

50X1-HUM

ADLER AirfieldAttachment C

1. [REDACTED]

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The airfield was located about 200 meters before kilometer post 1988 on the left side of the tracks when coming from Adler. It was about 500 meters from the tracks.

2. There was one asphalt runway approximately 30 meters wide and 1 kilometer long running perpendicular to the tracks. The near end of the runway appeared to be about 500 meters from the tracks. [REDACTED] Comment:

50X1-HUM

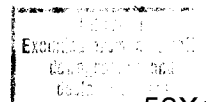
3. There were four hanger type buildings on the left side of the perpendicular runway. These buildings were red colored, with slanting sheet metal roofs. They had no visible windows or doors. The buildings were identical in appearance, about 50 meters long, 15 meters wide, and 12 meters high. [REDACTED]

50X1-HUM

[REDACTED] A red flag was flying from one of the buildings.

4. There were four aircraft parked on the above perpendicular runway facing in the direction away from Adler. These aircraft had four propeller engines located on the front part of the wings (two to each wing). The wings were not swept back, were horizontal to the ground and attached to the bottom of the fuselage. The tips of the wings were tapered. The fuselage was about 25 meters long, had a pointed nose which did not extend very far in front of the cabin. The fuselage had a knob-like affair at the extreme tail end under the tail section. A light blue stripe ran the length of the fuselage. On the vertical stabilizer was a rectangularly shaped blue patch. The top of the vertical stabilizer was straight and parallel to the ground. The horizontal stabilizer joined the fuselage near the top and was just under the vertical stabilizer and was non-drooping and not sweptback. These aircraft probably had triangular landing gear because the fuselage seemed to be parallel to the ground.

5. Six uncovered aircraft were located in a single row side by side, facing toward Adler directly in front of the hangar-type buildings to the left of the perpendicular runway. These aircraft were of the same dimension as the aircraft described in paragraph four supra and seemed to be propeller type craft though their propellers were not actually visible. The slope of their fuselages indicated that these planes had tail wheels. No further identifying details available.



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SECRET

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6. There were four aircraft parked approximately 1 kilometer beyond the aircraft reported in paragraph four and about 100 meters to the right of the hangar-type buildings. These aircraft were facing toward the railroad and appeared to be identical to the first group of aircraft reported. No further details.

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7. On a hill rising directly behind the four hangar-type buildings was located the radar reported in attachment [REDACTED] This radar was exactly as reported [REDACTED] except that the "fish-shaped" antenna was revolving in a counter-clockwise direction and the other antennas were stationary.

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Two sketches, one of the hangar-type buildings and one of the airfield, are attached.

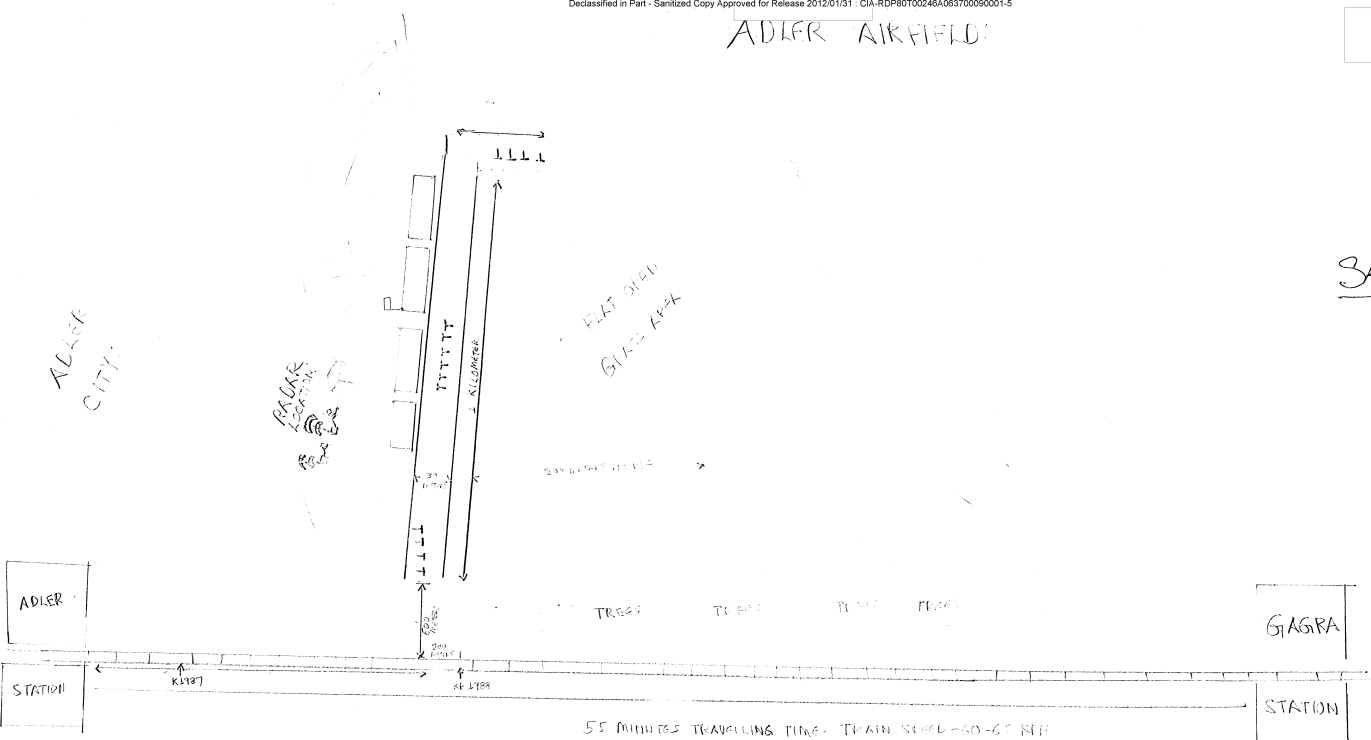
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ADLER AIRFIELD

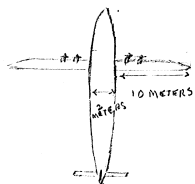
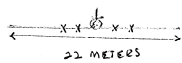
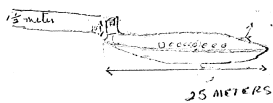
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50X1-HUM

Sketch C-1



SECRET

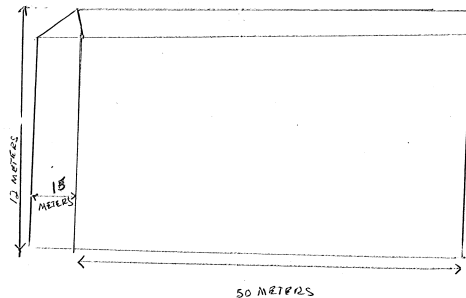


AIRCRAFT AND HANGAR AT ADLER AIRFIELD

50X1-HUM

50X1-HUM

Sketch C-2



SECRET

50X1-HUM

SECRET

50X1-HUM

New Observations of SAMTREDIA AirfieldAttachment D

1. [redacted]
[redacted] SAMTREDIA Airfield [redacted] is located between kilometer posts 2269 and 2272 about 500 to 600 meters to the right (generally west) of the railroad. The airfield is about 9 kilometers past SAMTREDIA Station (located at KP 2260).

2. About 500 meters of a white colored runway running parallel to the railroad and about 700 to 750 meters away from the tracks were visible within the airfield. At the end of the runway closer to SAMTREDIA and about one and one half kilometers west of the railroad there was a hangar-type building. This building was reddish colored, about 100 meters long, four meters high, and 20 meters wide, had a sheet metal hip roof and no windows or doors visible. There were four to five buildings behind this hangar-type structure.

PARKING STRIP:

3. A white colored parking area or runway running parallel to the railroad tracks was located 150 meters closer to the tracks than the runway and was in the neighborhood of two kilometers in length and appeared to be 25 to 30 meters wide. The south end of this strip made a right angle turn and extended for about 200 meters west. About 20 meters south of this extension there was a brick building measuring about four meters by three meters by three meters. This building had a sheet metal hip roof and no visible windows or doors.

AIRCRAFT:

4. There were approximately 130 of two types jet aircraft parked in single lines on both sides of the long parking area described in paragraph three supra. The aircraft on the side of the strip closest to the railroad were aluminum color and had a jet engine under each wing close to the fuselage. The front internal portions of the engines were red colored. The wings were slightly drooping, swept back, and had tapered ends. The wing span was about 12 meters. The wings were located at the bottom of the front part of the fuselage almost directly under the cockpit. The fuselage was about 15 meters long with the cockpit located near the nose which was somewhat blunt. There was a hole-like affair with a red border at the tail end of the fuselage. ([redacted] COMMENT: [redacted] this hole [redacted] would seem to be a jet exhaust [redacted])

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100-1
Excluded from automatic
downgrading and
declassification

SECRET

50X1-HUM

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[redacted] The vertical tail section was about two meters high from the top of the fuselage. Its leading edge made an angle of about 130 degrees with the top of the fuselage and the top edge was squared but not parallel with the ground. The horizontal stabilizer was located near the top of the vertical tail section. The plane apparently had a tricycle landing gear because the nose was slightly closer to the ground than the tail.

50X1-HUM

5. The aircraft parked on the far side of the parking strip were cream-colored with twin jet engines. The engines were under the wings close to the fuselage. The wings were non-drooping and non-swept back and sharply tapered at the ends. The wing span was about 13 meters. The wings were located low on the fuselage near the nose and directly under the cockpit. The fuselage was about 15 meters long, had a pointed nose and had a tail wheel-type landing gear arrangement. The vertical tail section was about two meters 20 centimeters high from the top of the fuselage with the leading edge making an abrupt angle of about 150 degrees with the top of the fuselage and the top edge being squared off and not parallel to the ground. The horizontal stabilizer was located near the top of the vertical tail section and set at a slight V-shaped angle when viewed from the nose of the plane. Two of these aircraft most readily visible from the railroad had unidentified objects located under the wings, one object on each side of the fuselage at a greater distance from the fuselage than the jet pods. These objects were set toward the rear of the wings and did not extend beyond the trailing edges of the wings. They seemed to be hanging from mounts which held them about two to three centimeters from the under surface of the wings. The objects had an overall cylindrical shape but their noses were pointed. They were about a half meter long and larger in circumference than the jet pods. There was a solid black colored extension at the trailing end of each of these objects. This extension was about 60 centimeters long and about 4 centimeters in width. It was flat shaped and extended in a curved direction towards the ground but did not touch the ground. It was too rigid to flutter in the heavy wind that was blowing at the time of observation.

6. On the perpendicular extension of the main parking ramp there were 16 or 17 four motored, propeller type passenger aircraft parked in a single row facing SAMTREDIA. These aircraft were identical to the ones described at ADLER Airfield [redacted]

50X1-HUM

7. On the SAMTREDIA side of the hangar-type building described in paragraph two above there were a minimum of 120 aircraft parked in two lines. Because of their distance from the railroad, their only recognizable features were their aluminum color and large vertical tail sections.

8. All the aircraft at SAMTREDIA Airfield were completely uncovered and appeared to be unguarded. There was no security noted anywhere on the airfield.

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SECRET

50X1-HUM

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50X1-HUM

RADAR:

9. There were two radar antennas at the north end of the airfield to the west of the runway. These antennas were exactly as reported [redacted] except that the one and one half meter disc with the cone center was not visible this time.

50X1-HUM

50X1-HUM

MILITARY GARRISON:

10. Located 200 to 250 meters right of the tracks when coming from Moscow and immediately after KP 2272 there was a military garrison. The garrison was surrounded by a wall, cement at the bottom and wire mesh at the top and altogether about two meters high. There was one entrance in the wall on the side closer to the railroad. This entrance was only barely visible from the railroad [redacted]

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PERSONNEL:

11. On the afternoon of 13 May there was one air force enlisted man and one artillery officer coming from the above mentioned military garrison. The air force man had light blue shoulderboards and hat band. The artillery officer had black shoulderboards with a three star rank insignia.

BUILDINGS:

12. There were five to ten wooden buildings about 5 meters wide with slanted roofs located about 100 meters to the left of the tracks when coming from Moscow and in a direct line with the above military garrison. In between these buildings were several soldiers playing volley ball.

RAILROAD SPUR:

13. A railroad spur branched off the main track in the immediate vicinity of KP 2272 and the military garrison. This spur ran at an acute angle to the tracks $1\frac{1}{2}$ kilometers in the direction of SAMTREDIA and the airfield. It was absolutely straight (no curves) and terminated at a point near a coil of barbed wire and an adjacent wire mesh fence near the SAMTREDIA end of the long parking ramp. The spur did not appear to have been newly constructed.

STORAGE TANKS:

14. On the north side of two hangar type buildings located between the long parking strip (see above) and the asphalt road (described in [redacted])

50X1-HUM

- 4 -

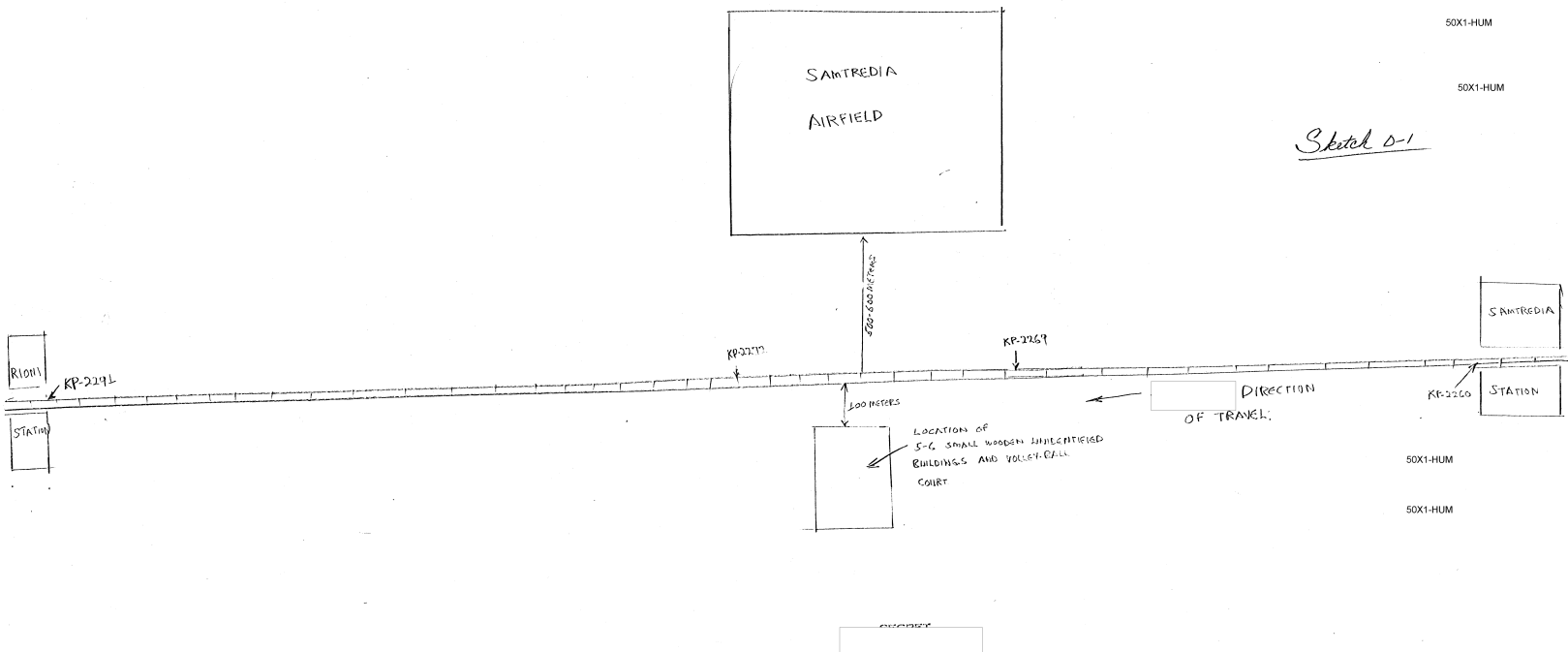
and near the termination of the above mentioned railroad spur were 20 to 25 horizontal, olive drab storage tanks. These tanks were about $2\frac{1}{2}$ meters long, 1 meter in diameter, elliptical in shape, and supported at each end by V-shaped metal legs about 30 centimeters high. They were located in a single row parallel to the tracks.

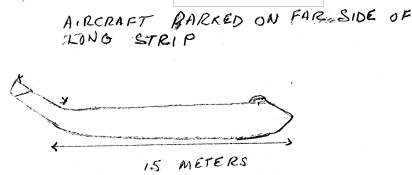
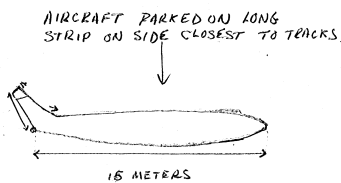
50X1-HUM

See the three attached sketches for additional details on the subjects discussed in this report.

AREA SKETCH SANTREDIA AIRFIELD:

SECRET

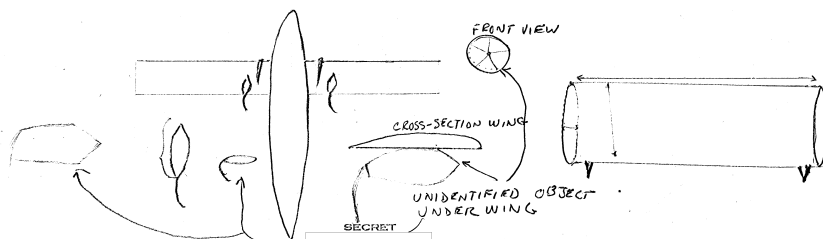
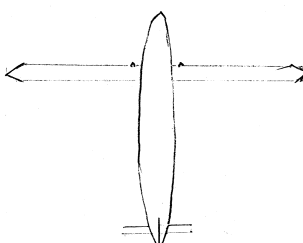
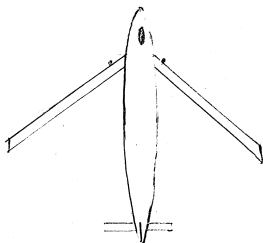
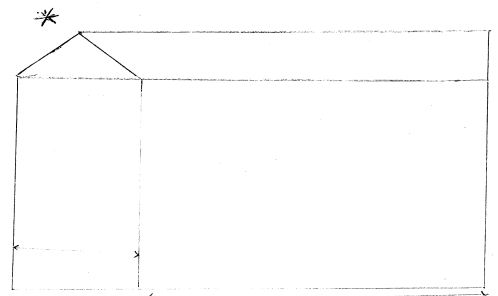
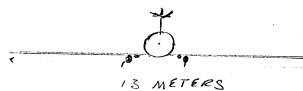
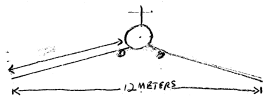




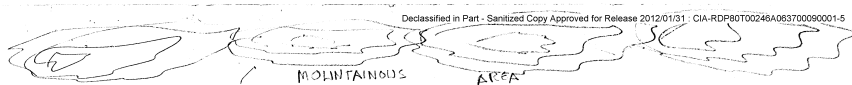
OBJECTS OBSERVED AT SAMTREDIA AIRFIELD

50X1-HUM
SKETCH-D-2

SKETCH - HANGAR-TYPE BLDG
LOCATED TO RIGHT RUNWAY RUNNING
PARALLEL RAILROAD TRACKS.



TYPE STORAGE TANK
OBSERVED:



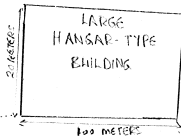
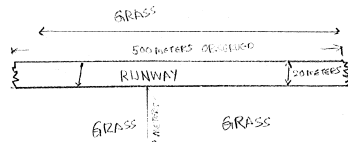
SECRET

LOCATION
SEVERAL
UNIDENTIFIED
BUILDINGS

SANTREDA AIRFIELD SKETCH:

FLAT OPEN AREA

SOUTH — WEST — NORTH
— EAST —



ABOUT 120 AIRCRAFT

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50X1-HUM

Sketch D-3

50X1-HUM

TWO
RADAR
LOCATIONS:

CITY OF
SANTREDA

ASPHALT RD.

CULTIVATED
FARM-
LAND

KR-2269

RAILROAD TRACKS

SECRET

SECRET

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Radar between Ani and Araks, North of Yerevan.Attachment E

1. [redacted] between ANI and ARAKS on the way to Yerevan, almost at KP 2810 on the right side of the tracks about 700 meters away, [redacted] a stone building with three different radar antennas behind it. Also behind and 50 meters to the left of this building were about six smaller buildings. The site was in gently rolling, barren country.

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2. Two of the antennas were side by side behind the stone building. Both of these antennas were on rectangular masts. The one to the left had two stacked, elliptically shaped grids. The grids were identical, about five meters long by one and one half meters wide. In the center of each grid there was a black metallic, elliptical disc which appeared to be about 25 centimeters long. The mast appeared to be about seven meters tall.

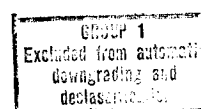
3. The antenna to the right was on a mast about seven and one half meters tall, and consisted of one horizontal rod about 8 meters long with six vertical rods, about two meters long, equally spaced at each end. This antenna was revolving counter-clockwise at about five or six rpm. It had the configuration of the SPOONREST except the ends of the vertical pieces did not have large grids but had three or four short wires or thin rods placed horizontally.

4. Behind this radar was a third antenna which had the same general configuration as the KNIFEREST type. This antenna was on a pole about seven meters tall and consisted of one horizontal rod about three meters long with crossed one meter long rods at each end.

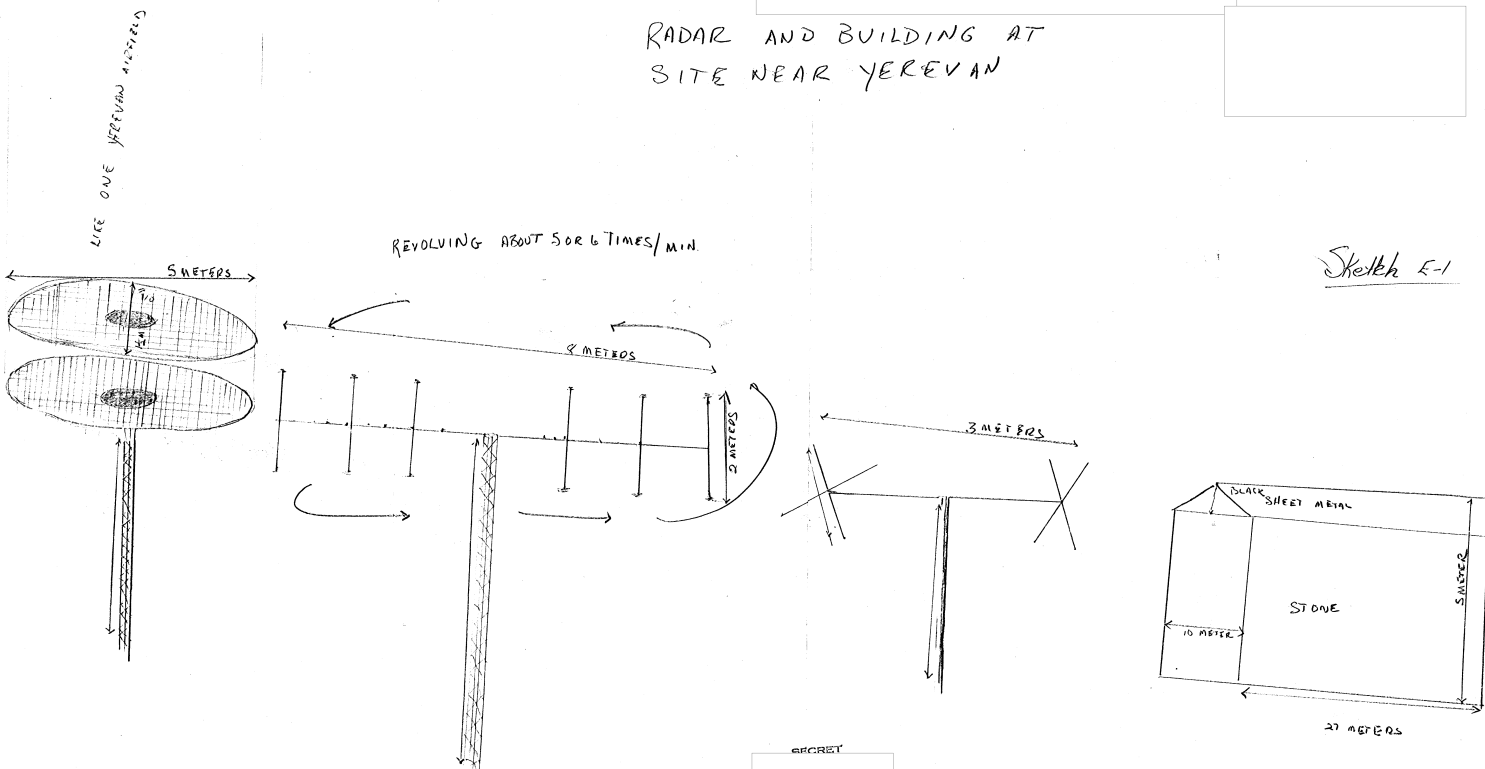
5. The stone building was about 27 meters long, 5 meters tall, and 10 meters wide. It had a hip roof of black sheet metal. The buildings behind and to the left of the stone building were smaller and of varying dimensions.

One sketch of the location of the site and another sketch of the antennas and stone building are attached.

50X1-HUM



RADAR AND BUILDING AT
SITE NEAR YEREVAN



FLAT COUNTRY

STATE BUILDINGS
?

STATE

ROAD
700 m
KMB 2910
2916

ROLLING HILLS
BARE EARTH

FLAT COUNTRY

FLAT COUNTRY

Sketch E-2

toward Yerevan

28 mm @ 40-45 km/h.

32 mm @ 40-45 km/h

RADAR SITE NEAR
YEREVAN

SECRET

50X1-HUM

GROUP 1
Excluded from automatic
downgrading and
declassification

SECRET

NORASHEN Radar Installation

Attachment F

1. En route from YEREVAN, approximately one kilometer before arriving at the NORASHEN Station, [] two radar antennas on the right side of the tracks about one kilometer away. The antennas were about 50 meters apart and an equal distance from the tracks with only the top portions visible through a grove of trees. 50X1-HUM

2. One radar was of the KNIFEREST variety and the other was a SPOON-REST type. Both were stationary at the time of sighting. The SPOONREST was facing the railroad and the KNIFEREST was pointed in the direction of NORASHEN.

3. Parked in close proximity to the SPOONREST type radar and an equal distance from the railroad were four trucks. The features of the trucks were obscured by dense trees. 50X1-HUM

[] COMMENT: [] the above radars are the same []
seen near NORASHEN []

50X1-HUM

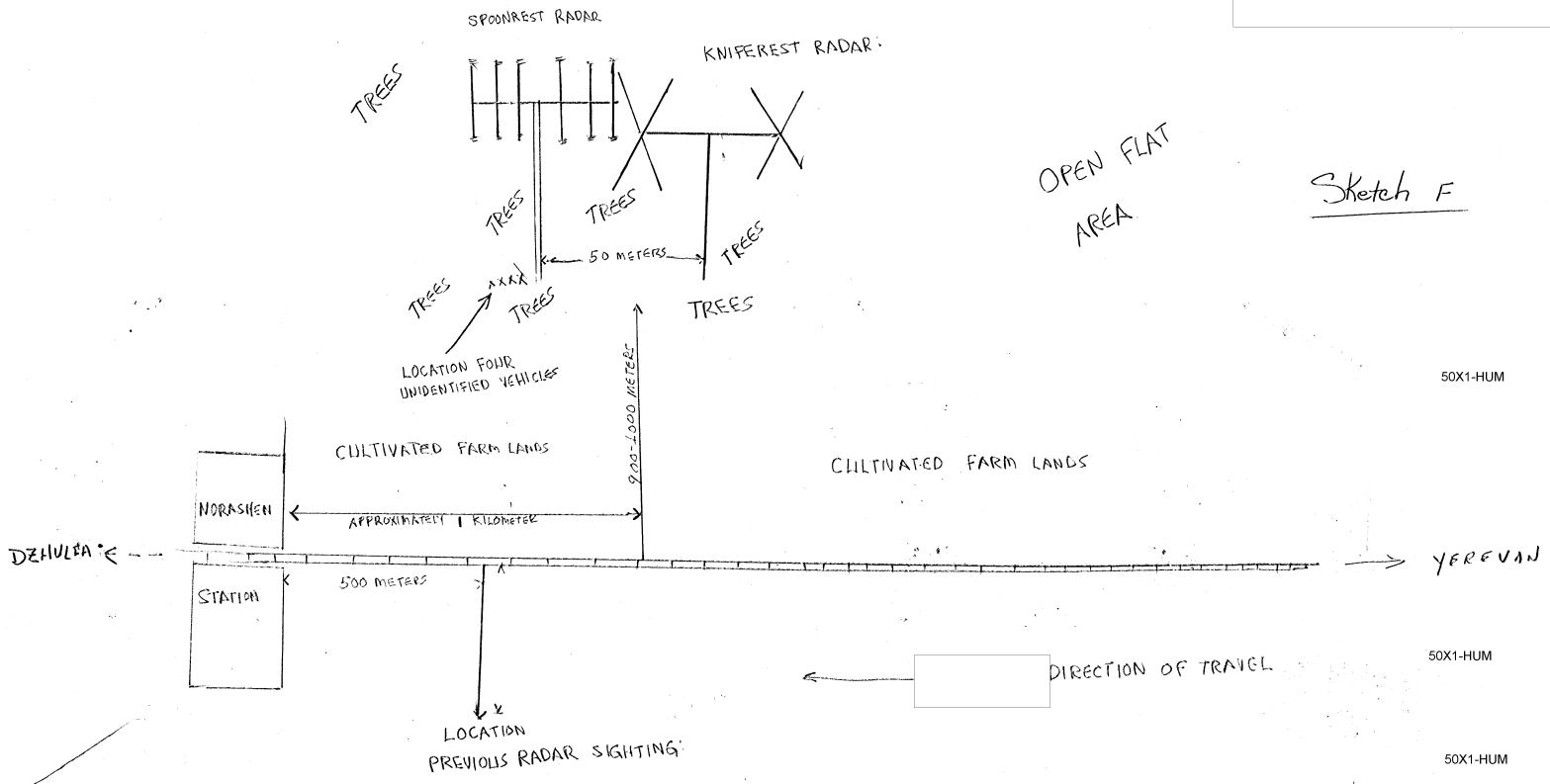
Attachment: Sketch of area of location of radar.

SECRET

50X1-HUM

GROUP 1
Excluded from automatic
downgrading and
declassification

NORASHEN RADAR OBSERVATION:



50X1-HUM

50X1-HUM

50X1-HUM

SECRET

moscow